



City of Seattle

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Gregory Nickles, Mayor  
**Department of Design, Construction and Land Use**  
Diane Sugimura, Director

**CITY OF SEATTLE  
ANALYSIS AND DECISION OF THE DIRECTOR  
OF THE DEPARTMENT OF DESIGN, CONSTRUCTION AND LAND USE**

**Application Number:** 2204954

**Applicant Name:** Streeter Architects for Seattle Parks and Recreation

**Address of Proposal:** 6920 – 34<sup>th</sup> Ave SW

**SUMMARY OF PROPOSED ACTION**

Master Use Permit to establish the use for the future construction of a 9,417 sq ft addition to an existing 9,400 sq ft Community Center owned and operated by Seattle Parks and Recreation Department. Parking for 33 vehicles will be provided. Approximately 1,000 cubic yards of grading will be required.

The following approvals are required:

**Administrative Conditional Use** to allow an Institution in a Single Family 5000 (SF5000) zone

**SEPA - Environmental Determination** - Chapter 25.05 SMC

**SEPA DETERMINATION:**      ☒ Exempt\*   ☐ DNS   ☐ MDNS   ☐ EIS

☐ DNS with conditions

☐ DNS involving non-exempt grading, or demolition, or  
   involving another agency with jurisdiction.

\* A SEPA Determination of Non-significance was published by Seattle Department of Parks and Recreation, as lead agency, for this project on March 13, 2003. The appeal period for the project expired on March 31, 2003. No appeal was filed and no further analysis is required.

## **BACKGROUND DATA**

### **Site Description**

The project site is located on 34th Ave SW near its intersection with SW Willow Street, near the High Point Garden Community. The site, currently developed for Seattle Parks and Recreation Department, includes an existing 9,600 sq ft Community Center building owned and operated by Seattle Parks and Recreation Department. The existing building is located in the High Point Play Field, an 11 acre park devoted to both passive and active recreation.

The site is zoned Lowrise 1 or L1. Properties to the west and south of the site are zoned SF 5000 and are developed with single family residences. The project site is primarily flat with a bermed area located between the existing building and the adjacent 34th Ave SW. Although not classified as a steep slope area under the City's ECA ordinance, the slope is pronounced and provides a physical buffer between the development site and 34th Ave SW to the west.

### **Public Comment**

Two comment letters were submitted with this proposal. The comments were primarily concerned with the provision of additional parking to accommodate the expansion, availability of off-site parking and the need for a drop off for the proposed child care facility to serve the facility.

## **ANALYSIS: ADMINISTRATIVE CONDITIONAL USE**

The applicants are proposing the expansion of an existing Community Center. The existing 9,400 square foot center would be expanded through a 9,417 sq ft addition to the existing building. The expansion would be designed to accommodate expansion of existing elements of the building as well as introduction of new elements, including a child care facility.

Under SMC 23.45.122, Institutions that do not meet development standards in a multifamily zone are subject to this review. The development standards for of an Institution, per SMC 23.45.094, allows for a 45 foot wide structure without modulation or landscape screening and 75 feet wide structure with these features. The applicants have proposed a 102 foot wide facility that faces 34th Ave SW. Accordingly, the project is subject to this review.

The following criteria are used to evaluate Institutions that do not meet development standards in Multi-family Zones, under SMC 23.45.122:

*A. Bulk and Siting. In order to accommodate the special needs of the proposed institution, and to better site the facility with respect to its surroundings, the Director may modify the applicable development standards for modulation, landscaping, provision of open space, and structure width, depth and setbacks. In determining whether to allow such modifications, the Director shall balance the needs of the institution against the compatibility of the proposed institution with the residential scale and character of the surrounding area.*

At 102 feet in width, the expanded building exceeds the 75 foot maximum width for the portion of the development facing 34th Ave SW. The expanded facility will include additional rooms for a variety of activities, including multipurpose rooms for a variety of educational and recreation opportunities, a new fitness room and hallways to connect the expansion area with the existing gymnasium. Finally, a newly configured entrance will be provided that will lead to a new lobby for the expanded facility.

As reflected in the applicant's plans, the width and overall appearance of the building will include several features to mitigate the appearance of the building. The building will be designed to follow the existing grades on the site, which includes a 10 foot grade change from north to south. The slope of the roof will also be designed to mirror the grade change. Windows and doorways will be provided on the 34th Ave SW facing façade. Existing landscaping will be augmented through significant plantings on the property, as well as additional plantings in the right of way, including retention of two large Oak trees in the planting strip.

*B. Dispersion Criteria. An institution which does not meet the dispersion criteria of Section 23.45.102 may be permitted by the Director upon determination that it would not substantially aggravate parking shortages, traffic safety hazards, and noise in the surrounding residential area.*

The existing facility is within 600 feet of an adjacent Institution – High Point Elementary School. The proposed expansion, under SMC 23.45.102, includes a child care facility. Access to the school is located on two streets and is substantially separated from the subject facility due to grade change and distance between driveway access points. Due to the proximity between the Community Center and High Point Elementary, it is likely that a substantial relationship between the two facilities will be developed due to similar populations being served. It is also likely that much of the traffic between the facilities will be pedestrian or nonmotorized. Automobile traffic will likely occur during differing hours from the traffic related to the school due to hours of operation and populations being served.

*C. Noise. The Director may condition the permit in order to mitigate potential noise problems. Measures to be used by the Director for this purpose include, but are not limited to the following: landscaping, sound barriers or fences, mounding or berming, adjustments to yards or the location of refuse storage areas, or parking development standards, design modification and fixing of hours for use of areas.*

The proposal is to expand an existing Community Center that is already located in the neighborhood. The proposal includes retention of existing landscaping and berms along the street side property line. Outside play areas for the expanded facility are not proposed, nor are there proposed to be significant expansion of hours of operation. A solid waste area will be located in an enclosure to screen from adjacent properties.

Short-term construction noise may occur due to construction and construction related activities. These construction activities are required to meet the City's Noise Ordinance. Construction activities were also disclosed and evaluated in the SEPA determination published by Parks and Recreation, as referenced.

*D. Transportation Plan.*

- 1. A transportation plan shall be required for proposed new institutions and for those institutions proposing expansions which are larger than four thousand (4,000) square feet of structure area and/or required to provide twenty (20) or more parking spaces.*
- 2. The Director shall determine the level of detail to be disclosed in the transportation plan based on the probable impacts and/or scale of the proposed institution. Consideration of the following elements and other similar factors may be required:*
  - a. Traffic. Number of staff during normal working hours; users, guests and others regularly associated with the institution; level of vehicular traffic generated; traffic peaking characteristics of the institution and the immediate area; likely vehicle use patterns; extent of congestion; types and number of vehicles associated with the use; and mitigating measures to be taken by the applicant;*
  - b. Parking Area. Number of spaces; extent of screening from public or abutting lots; direction of vehicle light glare; direction of lighting; sources of possible vibration; prevailing direction of exhaust fumes; location of driveway and curb cuts; accessibility and convenience of the parking area; and mitigating measures to be taken by the applicant, such as parking space preferences for carpool or vanpool vehicles and provisions for bicycle racks;*
  - c. Parking Overflow. Number of vehicles expected to park in the street; percentage of on-street parking supply to be used by the proposed use; opportunities available to share existing parking areas; trends in local area development and mitigating measures to be taken by the applicant;*
  - d. Safety. Number of driveways which cross pedestrian walkways; location of passenger loading areas;*
  - e. Availability of Mass Transportation. Bus route location and frequency of service; private transportation programs, including carpools and vanpools, to be provided by the applicant.*

A Transportation Plan was developed by the applicant, dated March 19, 2003, and submitted to support this application. The plan documents likely trip generation based upon the existing and expansion areas of the facility, trip distribution, local transit service, and, parking demand and supply.

Based on the documentation in the study, it appears that the expanded facility will generate 14 new PM peak trips for a total of 27 PM peak trips with a total of 176 trips to the facility on a typical weekday. Most of the trips to the facility will be focused on two streets – SW Willow and SW Myrtle, which are located immediately adjacent to the facility. Most of the trips to the site would be carried on Arterials within 1 block of the facility, due to the proximity of 35th Ave SW and SW Morgan. Three transit lines are also located near the facility, with 30-60 minute headways.

- 3. The Director may condition a permit to mitigate potential traffic and parking problems. Measures which may be used by the Director for this purpose include, but are not limited to, the following:*

- a. Implementing the institution's transportation plan to encourage use of public or private mass transit;*
- b. Increasing on-site parking or loading space requirements to reduce overflow of vehicles into the on-street parking supply;*
- c. Changing access and location of parking;*
- d. Decreasing on-site parking or loading space requirements, if the applicant can demonstrate that less than the required amount of parking is necessary due to the specific features of the institution or the activities and programs it offers. In such cases, the applicant shall enter into an agreement with the Director, specifying the amount of parking required and linking the parking reduction to the features of the institution which justify the reduction. Such parking reductions shall be valid only under the conditions specified, and if those conditions change, the standard requirement shall be satisfied.*

Thirty-three (33) parking spaces are proposed for the site. The site currently has 34 parking spaces as is required under SMC 23.54.015 for Community Centers. The loss of one parking space has occurred due to reconfiguration of the parking to accommodate 2 new short-term pick up/drop off spaces as well as 2 barrier-free parking spaces. Neither of these features are currently located on site. The location of the parking is away from the adjacent single family residences and includes retention of 5 significant trees in the parking lot and other landscaping to screen their appearance. On-street parking fronts the perimeter of the park where this facility is located that currently provides on-street parking for this facility and the play fields. As reflected in the referenced transportation plan, the facility is a recognized resource for the adjacent single family residential areas surrounding the park, as well as the higher density High Point Garden Community directly to the north. Significant pedestrian and other non-motorized travel occurs at the site and will continue with the redevelopment. Further, the proximity of the facility near High Point Elementary provides additional opportunity for non-motorized trips between the two facilities, due to the similar populations being served.

#### **DECISION – ADMINISTRATIVE CONDITIONAL USE PERMIT**

The request for an Administrative Conditional Use for an Institution not meeting development standards in a Multi-family Zone is hereby **GRANTED**, with no conditions.

Signature: (signature on file) Date: April 10, 2003  
Michael Jenkins, Land Use Planner  
Department of Design, Construction and Land Use  
Regulating Land Use Division